

AUTO COLLISION REPAIR LICENSING ADVISORY BOARD

MEETING MINUTES FOR JULY 30, 2008

Members present: David Reynolds, New Century Auto Inc

Dennis Gamba, Cranston Collision Center

Charles M. Nystedt, Metropolitan Property & Casualty Ins.

Det. David Doucet, RISP

Richard Bernstein, DBR

Gerald Galleshaw, Public

Others Present: Kim Precious, DBR

Tom Rotondo, Metro Collision

David Coffey, I-Car

R. Harold Thomas – I-Car and Hal's Auto Body

Larry Alan, Nationwide

Rep. Bruce Long

Anthony Victoria, Auto Service Auto Body

Randy Bottella, Reliable Collision Center

Fred Santaniello, NEIT

MEETING CALLED TO ORDER AT: 10:40 a.m.

Sign in sheet passed around.

Copy of Approved April minutes past out.

Copy of May minutes draft passed out.

Richard Bernstein: Asked for new procedure for everyone to identify himself or herself as they speak for the recording of the minutes. He also asked to approve May minutes conditional until Dave has chance to review tape.

Dave Reynolds: Asked if there were any questions regarding May minutes. No response.

Dave Reynolds: May Minutes Approved. Conditionally. Gerald Galleshaw, Seconded.

Regulation 3

Randy Bottella: Asked for status of Regulation 3.

Richard Bernstein: Reg 3 – Storage - Has been completed. Wants code of appraiser conduct finished first. Then Regulation will follow.

Meeting is needed to see if Separate Regulation is needed or will it fall under Commercial Licensing Regulation 3.

Randy Bottella: Timetable to finish.

Richard Bernstein: About four months. As soon as administratively feasible.

**OFF RECORD TO DISCUSS ENTRANCE PROBLEMS WITH BUILDING.
TO BE FIXED PRIOR TO NEXT MEETING.**

Certification of Technician

Dave Reynolds Introduced Dave Coffey of I-Car to introduce his presentation.

David Coffey- I-Car: I-Car stands for: Inter-Industry Conference on Collision Repair. They provide technical training to collision repair industry. Created in 1979. Organization is not for profit, developed, created & supported by industry. Sensitive to issues of concern. Offers live classes, and on-line training, and post-exams. I-Car qualifies by training. ASE Certifies. Provides specific vehicle training for many manufacturers, Volvo, Ford, GM, Chevy, Dodge, Jeep, Lexus, Audi, and more. Proposal Attached: Training topics and course outline submitted.

Richard Bernstein: Questioned if I -Car training similar to ASE. Questioned if I-Car and ASE are the same thing.

Dave Reynolds: No. There are three (3) different venue options;

I-Car , ASE , NEIT (New England Institute of Technology) - We would be looking for any combination of any or one depending on how many techs needed to be trained in a shop. Shops would self certify using the three venues available. Revise application-outlining obligations and include section in application mentioning of under penalty of perjury. Will take three (3) to four (4) years to implement. Financially the cost per certified technician will it be a substantial financial burden of about \$1600.00 per certified technician, per shop.

Dennis Gamba: Asked if there will be other courses such as paint companies, OEM or the manufacturer certification programs. Has problem limiting to 3 course providers. Other company's out there who certify and are just as good.

Dave Reynolds: We are looking for a general overview course. OE companies have specific classes. I-Car will take specific training from what an OE company does incorporate that into class.

Dave Coffey: I-Car is a specific training program. We cover all major OEM carriers. OE's are go to I-Car to provide collision repair training for their techs affiliated with their dealerships. To clarify ASE and I-Car are brother - sister companies we have no affiliation with each other however we have a business relationship because ASE works with us for our post exams. I-Car designs classes based on their flavor of their testing It is not an ASE test it is an I-Car test written by I-Car staff, supported by ASE. ASE does not train. Training and

Certification are two different words. Because you trained and qualified and took these final exams you have the knowledge to do the proper repair. There are probably 13 - 14 classes to cover all that you are looking for, we suggest 32 hours of training, 8 hours a day, for qualification.

Dave Reynolds: Question to David Coffey. (For informational purpose for this board) How important do you believe that a certain number of technicians in every repair facility be certified in welding.

David Coffey: I think that is very reasonable. Every OE has a requirement for vehicle specific training. General Motors, require at least one technician out of their collision center be qualified per specific training and then they can train the others. Toyota says every single staff that is going to structurally repair should qualify on the test. Volvo is the same situation.

Charles Nystedt: Does not think that is very reasonable. Question to Dave Reynolds. Is one out of four or five sufficient to have enough time to look at and spot check welds?

Dave Reynolds: In a small shop I believe so.

Charles Nystedt: Ok. Follow up question... is it possible to get qualification from I-Car without going thru the entire training program but just by taking a test?

Richard Bernstein: Dave Reynolds had indicated that it could be a combination of I-Car, ASE, and NEIT. Problem from a legal standpoint is if someone says I'm going to take two from one and one from another, are we going to have minimum standards that no matter which entity you use should our regulation at least say have a minimum. How do we make sure training balances so everyone is on same playing field?

Dave Reynolds: Certificates.

Charles Nysted: Variation to Richards question... it is tough on a regulated standpoint to identify an organization by name because it tends to freeze out other potential sources of training. Question... Are there any other compliant companies to I-Car, ASE, NEIT?

Richard Bernstein: Regulations would have to say "Or equivalent"

Randy Bottella: Right now there zero qualifications for someone to go into a shop and work on a car. Trying to put something in place in the form of these regulations to say technicians have to be certified for the work they are performing the most effect way to regulated that is not to go after the technicians but to hold the shop accountable to make sure their technicians were certified. Requirement that we are looking for is to start with a minimum. We came up with a list of places that cover what we are looking for. We do not want to isolate

or block out companies.

Companies who make the equipment provide excellent training in how to check measure and inspect. Same training is also give by I-Car, ASE, NEIT. Not saying we have to follow any one company by itself but keep it open to everybody. Have someone in each shop qualified to met minimum safety requirements in each of the seven areas of concern for areas like equipment manufactures, frame equipment for measuring and repairing frames, welding, four-wheel alignment, suspensions, safety restraints, glass installation. Keep it basic keep it simple then go back and revisit.

Richard Berstein: Self-certifying. Issues will be presented to Board. Critical key areas will be minimum standard. Not limited to any training class.

Dave Reynolds: Train Kim or Tom Broderick to inspect technicians and be able to walk in and know what to look for at Auto Body Shop. This is a public safety issue; people must know how to Weld cars and put them together correctly.

Richard Berstein: Applications will have box for employee certification that will include name of qualified technician and area certified in. Keep on file in shop to review or send to DBR? Attaching seven certificates to each application would be a lot of work.

Randy Bottella: Application to include statement of anyone falsifying will be subject to immediate suspension. Reason to motivate to produce certificates.

Dave Reynolds: A Hearing is necessary.

Richard Bernstein: This would require due process or an Emergency suspension. What prevents forgery.

Dave Doucet: Nothing will prevent. Have to put responsibility on shop owners.

Charles Nystedt: What if person from shop transfers with certifications from another state like California, how will Kim know if that institute's curriculum is comparable to I-Car?

Dave Reynolds: Situations will arise that will have to be investigated at some time.

Dave Doucet: Spot Inspections to verify.

Tom Rotondo: Metals and electronics are continually changing. Repairs can be dangerous to technicians; we need updated training for their safety. Jaguar won't let you purchase structural parts unless you are certified with them. Technicians need to be certified in specific repairs. Something needs to be in place to get ball rolling

now so we don't have repair facilities out there repairing vehicles that basically have no right to.

Gerald Galleshaw: Have been working on these for how long now Dave?

Dave Reynolds: Close to one and a half years.

Gerald Galleshaw: We have to come up with a plan for the safety of the people and the body shops, both. Why can't we come up with a standard with a cut off place in the notice that the standards are going to be required in a certain amount of time and the training has to start now.

Dave Reynolds: An outline is in preparation for next meeting.

Dennis Gamba: Questions if one out of every five technicians appropriate? His personal opinion is one out of three.

Dave Reynolds: We need minimum starting point that would not be a financial burden.

Randy Bottella: Regulation proposal has been written. Certified only - no mention of how.

Anthony Victoria: Afraid If we make this certification too difficult it will

eliminate even more of the workforce that was lost over the last ten years. We need to do this gradually and at reasonable prices. If much liability gets transferred to technicians they will get out of the field. No other trade (plumbers, master electricians) makes you go through this much. Would like to see more money coming in to help with training. Please keep these problems in mind.

Dave Doucet: Question to Anthony. How many employees do you have at shop?

Anthony Victoria: twenty-six

Dave Doucet: So that would require you to have five certified technicians according to the numbers. Is it that much of a burden?

Anthony Victoria: It's the certifying of the five guys and then have another shop call him and offer a better job because he can offer more money.

Dave Doucet: It's to Professionalize industry. Does not see it being an over burden having 20% of employees being certified. Don't see a mass exit from industry.

Harold Thomas: Question to auto body shop owners. Where do you get most of your training?

Majority was I-Car

Harold Thomas: \$1,600.00 for one to three man shop is not unreasonable. If you want to stay in this industry you have to spend the money. Do you have to go to I-Car? No. Case in point: If you have five technicians, He does alignments, He does frames, they both don't have to be certified in frames. He gets certified in frames, he gets certified in alignments.

Charles Nystedt. Questioned commercial liability premium.

Dave Reynolds: Garage Keepers Liability premium is \$18,000 a year. With no Claims.

Charles Nystedt: It is reasonable to think an insurance carrier would lower premiums with those shops being certified. Go to Insurance Company to see what they can do.

Larry Allen: Questions statutory language - Section 5-38-5. Board has to establish minimum requirements for certification of auto body technicians according to statute. Statute doesn't say some, or a portion. Ultimately requires all to be licensed. When you license auto body shops you license all not just a certain amount.

Richard Bernstein: Classify auto repair technicians as only those that are certified, and others as apprentices or in training.

Dave Reynolds: Not everybody who works at a shop is a technician.

Question: What would be the possibility to send I-Car to shop to cover everything in one day.

Dave Coffey: To much material to be covered in 8 hours. Training can be provided any time. Yes we could come to business. Fees are different. Can be modified to work together within reason \$100- \$600 per person.

Dave Reynolds: Send suggestions or comments to him to be considered at next meeting. Contact him via e-mail. ncautobody@AOL.COM

Dave Doucet: How did this issue come up?

Dave Reynolds: This issue was brought up by the General Assembly. A Bill was put in. Public safety was the concern. This was mandated.

House Bill 8329

Richard Bernstein: House Bill 8329 Auto body joint legislative commission to study improving the Regulation of Auto Body Shops

was passed without governor's signature. DBR should have a member on the study commission. Commission to report back by March 09. We have not heard anything.

Rep. Long: It is up to House Speaker to set commissions in motion. Has not been set in motion at this point.

Point of information for the board:

Richard Bernstein: The Department has an auto body practicing without a license. We held hearing and issued a Cease & Desist order. Shop continues to do business in Providence. Providence Police Department found three people hiding and eight cars being worked on. DBR received report from police. DBR does not have criminal prosecuting authority. DBR believes shop may also be operating in MASS. Intend to contact counterparts there.

Dave Doucet: Send to State Police to handle.

Dave Reynolds: Motion to adjourn at 12:07 p.m., Richard Bernstein, Seconded, Unanimous.